clearances, and poor performance by some contractors etc. In order to expedite completion of projects, monitoring of projects has been stepped up by NHAI and measures initiated against the poor performing contractors in terms of the contractual provisions. The interaction with State Governments and concerned Ministries/Departments have also been intensified for early resolution of issues of land acquisition and various clearances etc. for the projects.

While 4-laning of Golden Quadrilateral (GQ) under NHDP Phase-I is almost 97.5% complete, the scheduled completion date for other phases of NHDP being implemented by the National Highways Authority of India (NHAI) are as under:

NHDP Phase-II	—	December, 2009
NHDP Phase-III	—	December, 2013
NHDP Phase-V	—	December, 2012
NHDP Phase-VI	—	December, 2015
NHDP Phase-VII	—	December, 2014

(c) For the year 2008-09, a target of 3519 kms has been fixed for NHAI for completion of construction across various phases of NHDP.

Repair of roads after rains, floods, etc.

1206. SHRIMATI HEMA MALINI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware that after monsoon rains, floods and landslides there is urgent need for repair of State-highways and roads to National Highways but States are sitting on the funds meant for road upkeep;

(b) whether Government is also aware that so far only 33 per cent of the given amount for upgrading roads of States as well as National Highways have been spent;

(c) if so, the States having poor spending record;

(d) whether Government is considering to take appropriate action against those erring States; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) This Ministry is primarily responsible for the development and maintenance of the National Highways in the country. State-highways and roads leading to National Highways are the responsibility of the respective State Government.

(b) During the current financial year 2008-2009, an expenditure of Rs. 1657.06 crore has been incurred against an allocation of Rs. 2244.79 crore up to the end of November 2008 for the development of National Highways in the country, which is about 73.8% of the allocation.

(c) to (e) Do not arise.

Gadhuli-Santalpur road in Gujarat

1207. SHRI NATUJI HALAJI THAKOR:
SHRI VIJAYKUMAR RUPANI:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the amount of Rs. 127.16 crores has been considered/approved by the Central Government for the purpose of construction/improvement of Gadhuli- Santalpur road in Gujarat;

(b) if so, by when the sanctioned amount would be released to Gujarat; and

(c) if not, the present status and the time by when the proposal of the State Government of Gujarat would be finally considered?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) This Ministry is primarily responsible for development and maintenance of National Highways in the country. The Gadhuli - Santalpur road is not a National Highway. The proposal of State Government of Rs. 127.16 crore for Gadhuli - Santalpur road was returned to State Government for modification. The revised proposal amounting to Rs. 165.83 crore has since been received and is under consideration with the Government.

ASSOCHAM survey on road accidents

1208. SHRI RAJEEV SHUKLA:
SHRI B.J. PANDA:
MS. MABEL REBELLO:
DR. T. SUBBARAMI REDDY:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is aware that the number of deaths in road accidents has exceeded four lakhs by the end of 2007 and it has increased from 40,000 in 1986 to 85,000 by 2001 and by 2010, in the absence of suitable mechanism, it could multiply manifold, as per a survey conducted by ASSOCHAM;

(b) if so, the details thereof;

(c) whether the above chamber has suggested constitution of a Bureau to address this issue;

(d) whether by 2010 the deaths through road accidents could multiply by at least one and a half times as vehicular traffic is witnessing an average annual growth of between 18 to 20 per cent in Chennai and in case of Delhi the increase is estimated around 30 per cent; and